

Shielwood

PICTURED (right) off the Humber is the new 127 ft. stern trawler *Shielwood* built by the Goole Shipbuilding and Repair Co. yard.

Originally ordered by a John Wood Group (Aberdeen) subsidiary, the Burwood Fishing Co., it was announced at Aberdeen's Catch '78 fishing show that talks are being held for British United Trawlers to take over the ship.

The 387.16 gross ton ship is built to Lloyds 100A1 Stern Trawler class and has a net tonnage of 144.82.

Her main power unit is a Mirreless Blackstone diesel of 1,700 bhp and her hauling gear has been supplied by Hydraulik Brattvaag.

Shielwood, which is expected to be renamed *Pericles*, has accommodation for 13 and a 2,000 cu. ft. fishroom.

Her wheelhouse equipment includes Atlas fish finders.

COUNCIL HALTS BUILDING WORK

Newlyn fish complex 'in jeopardy'

fishing news

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COMMENT

AN OPPORTUNITY MISSED

WE CARRY a report this week on the "Aberdeen International Fisheries Conference," staged in conjunction with the Catch '78 exhibition. This gathering of the fishing clans at Aberdeen proved a timely and unique event.

For the first time in years of trying, the industry was able to get some indication of the lines the Government is working along to get a revision of the EEC's Common Fisheries Policy.

In revealing that Britain had no hope of getting a 50-mile limit, Hugh Brown's honesty was appreciated, although the essence of his message was unpalatable.

It was obvious that Mr. Brown did not come to the conference prepared to make such a bold statement. What really happened was that he lost his political cool when the conference chairman, Skipper Willie Hay, directly challenged him to answer why the Government is not asking for a 50-mile exclusive zone.

In eliciting the truth from Mr. Brown, the conference on this score alone was a marked success, but a golden opportunity was missed for the industry to get down the crucial question: How is a reserved zone going to be run when we get it?

The Government obviously hasn't got a clue on this score and, if the industry does not come up with a framework of management, then the result could be 'punch-up' between British fishermen over grounds not large enough to sustain a living for all.

The recurring theme throughout the conference from scientists and politicians was that the present fleet will be too large for whatever exclusive zone we get. And if the industry does not come up with something quick, then it's a sure thing that British fishermen will find themselves saddled with a hastily cobbled Government policy which could lead to disaster.

Off the west coast of Scotland the herring fishermen have already made a start on this thorny problem by sensibly regulating the stocks available to them, but even this move has thrown pressure on other fisheries as the fleet has had to divert its efforts.

The question of sharing the resources of an exclusive zone is, in itself, the basis of another conference.

A £1.33m. fish processing complex for the Cornish port of Newlyn is in the balance, says John De Savary, chairman of Western Fish Products of Bridport, Dorset.

This follows the decision by Penwith District Council not to withdraw 'stop notices' on the Stable Hobbs factory site, on the outskirts of the south-west's leading port.

"This is a major setback to a fresh fish and fish meal factory which could provide 120 jobs or more as well as taking catches of boats based in the West Country."

"It clearly cannot be to the disadvantage of anyone, environmentally or otherwise, if at this stage any form of 'stop notice' is withdrawn," declared Mr. de Savary.

"It does not constitute planning consent, but that the developer is going ahead at his own risk under building regulations. These 'stop notices' should not be allowed to continue for another day."

"We have now purchased a plant, mainly from Norway, and have also 90 per cent rehabilitated the buildings at Stable Hobbs for an edible fish production line designed to create a demand for 100 tons of mackerel a day."

"It will not only have the benefit of creating jobs for those on the plant and for fishermen. In the first-stage

operation, but we are putting in a plant which will generate £50,000 of foreign currency for this country from exports every week."

The company has also established a fish box factory in the west of England, also for exports, which would mean £10,000 of boxes for every £50,000 worth of fish.

"This means £80,000 of extra export business for this country every week," added Mr. de Savary, "plus all the fringe benefits to west Cornwall."

The consequences of the planning permission setback are:

Highly specialist technicians from Norway have returned home;

A certain number of people must remain if only to make the present installation safe;

The Cornish building company is now faced with a near-standstill on the site;

The resident architects now stand near desolation.

"The whole project is in danger, by time lost, of not meeting the requirements of the fishing industry this mackerel season — to provide a viable outlet for the traditional surplus landings

which have before been trucked up to Hull", remarked Mr. de Savary.

"The whole project, on economic grounds, is in total jeopardy."

Mass limit protest



Albert McQuarrie, prospective Tory candidate for Aberdeenshire (right), collects signatures at Peterhead for a limits protest petition. It is part of a campaign against EEC proposals to retain 12-mile limits. Over 6,000 people will eventually sign up to last weekend and it is hoped 30,000 names will eventually be listed. Forms are being sent all over Scotland and England and the petition will be presented either to the House of Commons or the EEC. Forms are available from: 5A North Street, Mintlaw, Aberdeen.

Pair and beamer bonanza

THE GRIMSBY pair trawlers *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) added nearly £5,000 to their old port pair grossing record on Tuesday.

Almost by routine they set-up a new combined high of £40,978. It was the second time they bettered the old

record on successive trips during September and the first time a single Grimsby pair trawler had topped £20,000.

Margrethe Bojen did this with a massive grossing of £22,039 from 770 kits, while *Frances Bojen* also made a career — best with £18,940 from 661 kits. Both landed

nearly all cod after a 13-day North Sea trip.

A spokesman for agents, John R. (Fishsalesman) Ltd., told *Fishing News* the pair lost one day due to a Force 8 gale.

Visiting Belgian beam trawlers had a bonanza at Grimsby last week with a series of big grossings — and a new record for the port.

Aid plea after storm

NORTH-EAST coast inshore fishermen who lost hundreds of pounds of gear in a big storm last week are to ask the Government for aid.

Boats operating from Redcar and Whitby are among those badly hit.

The cable fleet put to sea from Redcar after the storm

and many returned some seven hours later to report gear losses. Some cobbles had no lobster pots left while others brought back pots which were almost beyond repair. The situation is the same at Whitby.

Fishermen from both ports have written to their MP in the hopes of getting help from the Government. They say

that it has been a poor salmon season this year and it will be difficult to replace the damaged gear.

A fishermen's spokesman said: "If we do not get any aid from the Government, which partly owns some of our inshore boats, many of us could go out of the fishing industry. We have put all our money into the job."

On her first trip to the Humber port, the nearby 130-footer *Marbi* (0 300) ashore 618 kits and picked up the Grimsby grossing record for a Belgian beam trawler of £19,043.

A spokesman for agents, E. Richardson & Co. Ltd., told *Fishing News* that *Marbi* made 240,820 for 1,412 kits, while Boston's *seiner Guildborg* landed 428 kits for £9,271.

THE 1978 Shetland herring season was worth nearly £50,000 more than in 1975. The average price of herring this year was £11.50 per unit, compared with £7.28 last year. During the season, 40,000 units were landed, worth £461,228, compared with 43,131 units last year, worth £313,238.

THE INSHORE vessel *Sumila* grounded in fog on the mudflats in Fleetwood channel last week. She was refloated on the evening tide, but as water began seeping into the engine room

A 74 FT. seiner-trawler building at Jones' Buckie Shipyard is for Skipper David B. Main, and not Skipper J. McKensie, as reported in the September 10 issue of *Fishing News*.

Russian catches small fine

THE SKIPPER of a Russian stern trawler arrested by the Royal Navy for illegal fishing off the Scilly Isles on Sunday claimed that the ship's radar was faulty and he thought he was outside the 12-mile limit.

After hearing his story on Tuesday, Plymouth magistrates said they would not confiscate his catch or gear because they could not tell if the mackerel on board *Dzukiya* was caught solely inside British limits.

Instead, Vasilov Iakimenko, (46), was fined £250 with 265 costs for fishing inside the limit.

He was fined £50 for not confining a cat aboard his ship and £150 for permitting the cat to land at Millbay Docks. He was also ordered to

pay £50 costs. He pleaded guilty to all three charges.

Prosecuting on behalf of the Ministry of Agriculture, Fisheries and Food, Hilary Collins said the Royal Navy fishery protection vessel *HMS Soberton* shadowed *Dzukiya* — one of the large fleet of Eastern Block trawlers currently operating of the south west coast — for several hours on September 25.

The 2,185-ton vessel was found to be trawling 11.2 miles off the Scilly Isles. *Soberton* closed on the trawler and ordered her to haul in her gear and stop — but *Dzukiya* ignored the

order by lights, siren, loud hailer and international frequency radio.

A three-man boarding party was eventually put on the trawler, but the skipper refused to go to Plymouth until he spoke to the commander of the Russian south west fishing fleet.

Mr. Collins said the leader of the boarding party checked the navigational equipment of *Dzukiya* and it seemed that the radar was "possibly not working".

Captain Iakimenko was adamant that his ship was fishing in international waters. Mr. Collins added that, when the trawler was brought into Millbay Dock, she had a catch of 250 tons of mackerel aboard.

The Russian stern trawler *Vzukiya* in Plymouth this week after being arrested by a Royal Navy protection vessel for fishing within the 12-mile limit. The Russian Captain blamed faulty radar equipment.

Scots may defy sprat net order

SCOTTISH fishermen fear they may have to destroy thousands of pounds worth of nets when a new Government order comes into force today (October 1).

If they are to continue fishing they will be forced to buy new nets at £2,000-a-piece and they will get no compensation.

This order will affect hundreds of east fishermen in the Moray Firth where fishing has just started. It is expected that some fishermen will continue fishing and ignore the new order.

The order made by the North-East Atlantic Fisheries Commission, and signed by the British Government, increases the size of sprat net mesh to 16 mm x 16 mm.

It was introduced as a conservation measure to allow the small fish through the net.

Mr. D. H. Loudon, chief executive of the Anglo-Scottish Fish Producers' Organisation, said that rather than help conservation, it could be dangerous.

"We feel that fish could easily get caught in the large mesh and they would go back behind, creating a solid block instead of the normal swimming mass."

He added: "This could be dangerous to crewmen hauling in nets. If the mesh increases was a conservation measure, something had gone badly wrong."

Purse seine boats which can net and carry hundreds-of-tons of fish have not been subject to the same restrictions. They can fish on regardless.

The quotas laid down by NEAFC were based on catches over the last ten years. Purse seiners have only been fishing for sprats over the last two years.

Fishermen claim that although the mesh change had been known for some time there had been nothing definite on paper.

Ombudsman had taken up the case on behalf of the sprat fishermen, but there is no sign yet of a pronouncement.

NORWAY will start talks with the Soviet Union shortly to solve a boundary problem which will arise when the Norwegian 200-mile limit comes into effect.

SOUTHERN coast fishermen at Studford are catching a lot of tropical trigger fish in their crab pots. It is thought that the unusually warm water is attracting them.

ON MONDAY 1,835 kits were landed at Hull by a distant water trawler and a North Sea seiner. *Bay's Arc* and *Rebel* made 240,820 for 1,412 kits, while Boston's *seiner Guildborg* landed 428 kits for £9,271.

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THE INSHORE vessel *Sumila* grounded in fog on the mudflats in Fleetwood channel last week. She was refloated on the evening tide, but as water began seeping into the engine room

in BRIEF

Fleetwood lifeboat towed her to Jubilee Quay.

FLEETWOOD Fire Brigade was called to pump put the inshore trawler *Pilgrim* which developed a leak as she lay at the local quay. The boat was pumped out and towed to the ferry beach for a damage inspection.

THE inshore boat *Ellen Vannin* sent up flares last week after breaking down in Morecambe Bay when her radio failed. The flares were spotted by *Good Hope* which went to *Ellen Vannin*'s aid and towed her back to Fleetwood.

A 74 FT. seiner-trawler building at Jones' Buckie Shipyard is for Skipper David B. Main, and not Skipper J. McKensie, as reported in the September 10 issue of *Fishing News*.

If you're fishing for marine fuels and lubricants, here are the numbers to catch.

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Grimsby catches hit by storms

THE GRIMSBY market remained firm again last week despite a slightly weaker demand for cod and falling catches, due to storm-force winds at sea.

In the distant water section BUT's *Ross Revenge* (Skipper Johnny Meadows) — on her first trip since smashing the British wetfish grossing record in late August — came out on top with a tally of £47,642 from 1,658 kits after 21 days off Iceland. Hard on her heels came BUT's *Ross Renown* (Skipper Barry Stokes) with a grossing of £44,158 from 1,445 kits, mostly quality codstuffs.

Also topping the £40,000 mark were the Boston Group's *Boston Phantom* (Skipper Johnny Stevens) on £40,075 from 1,359 kits and the Icelandic wetfisher *Daggy* (£42,067).

Daggy also landed a quantity of frozen fish and her Grimsby agents, Fykir Ltd, revealed at the weekend it had been sold locally and made a further £29,339 in addition to the wetfish grossing.

The 385-ton Icelandic stern trawler was well received in Grimsby (*Fishing News*, September 24) after a gap of almost nine months since the last Icelandic visitor.

At the weekend one local fish merchant told *Fishing News*: "As far as we are concerned the 'aggro' with Iceland is over. I am delighted we have now apparently put the past behind us as we need Icelandic fish badly to remain competitive and offer the housewife value for money."

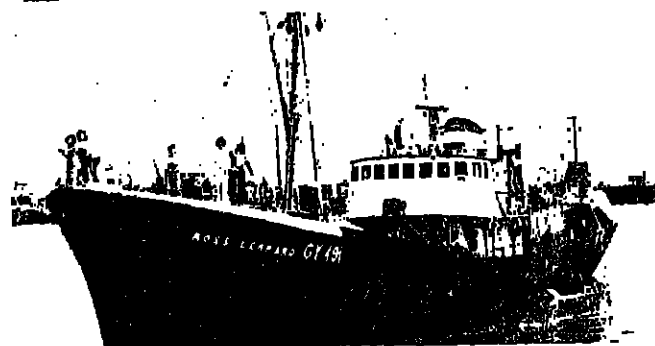
"With so few local vessels bringing it (Icelandic fish) in, the Icelandic trawlers could safeguard Grimsby against unemployment in the processing factories this winter."

Of 13 middle water trawlers landing, only BUT's *Ross Leopard* (Skipper Jimmy Brown) managed more than 1,000 kits from a 16-day faroes/Westerly trip.

She turned out 1,057 kits of mixed fish, including over 420 of cod and 235 of haddock in the best grossing in this section of £17,815.

Rough seas and high winds kept fishing to a minimum and the next best catch was

Genera grossed £6,048 from 187 kits after a seven-day trip.



Ross Leopard, the only middle water trawler to top 1,000 kits.

707 kits from *Ross Kashmir*. One encouraging sign to emerge from the foul weather was a much better run by the displaced distant waters working these grounds. Used to the testing conditions of deep sea fishing *Ross Kipling* (£16,344), *Ross Kelly* (£14,919) and *Ross Kashmir* (£12,937) each did fairly well.

Coupled with very patchy fishing in the North Sea the seiners found the weather quite a handful.

Nevertheless, Allard Hewson's *Helena Gertsen* (Skipper Jorgen Gertsen) brought in 418 kits after 15 days to head the seiner section on £9,217 and Skipper Bill Murray in *Genara* amazed Grimsby with another 7-day special in some of the foulest weather.

The landing of 187 kits was rewarded with a big grossing of £6,048 through the Tom Sleight (F.S.) Ltd. agency.

Sleight's also agent the top pair team with *Carl Borum* (Skipper Regnar Borum) and *Jaqueline Borum* (Skipper Jan Borum).

Fleetwood's new recruits praised

FLEETWOOD'S fishing industry is still attracting recruits despite the doubts surrounding its future.

The latest batch has come in for high praise from industry leaders. Last week Jim Hind, chairman of the port training committee, said: "At present we have the best intake of young trainee deckhands we have ever had."

"Despite the situation in the industry our new class at Fleetwood Nautical College is of high calibre."

"I have no doubt that they will do well. I only hope that the industry can provide these lads with the sort of future they deserve — though I believe that for lads as good as these the industry will always hold a good future."

Skipper John Bruce, MRD, DSC, superintendent of the crews shipping pool and port training and recruiting officer, said: "We have an excellent group of lads. There are 11 of them — five local and six from out of town. They are in their third week of training and will soon be going on an observation trip. We are most pleased with this class of lads."

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on September 18.

The new rates of interest for fishing vessels under 500 and new engines are: up to five years, 13½ per cent; 5 to 10 years, 14½ per cent; 10 to 15 years, 15½ per cent; 15 to 20 years, 16½ per cent.

For processing plants up to five years, 15½ per cent; 5 to 10 years, 16½ per cent; 10 to 15 years, 17½ per cent; 15 to 20 years, 18½ per cent.

Search for radar thief

TWO radar scanners have been stolen from boats moored at Chichester Run jetty, Bridlington. The thieves unbolts units after cutting the cable North Wind on the cruiser *South Wind*. Radar equipment was dismantled on a third vessel — the keel boat *Wayfarer* — but nothing was stolen.

Salesmen fight harbour dues

FISH SALESMEN at Fraserburgh have lodged a formal objection with the Secretary of State for Scotland to Fraserburgh Harbour Board's decision to increase the fish landing dues from October 1. As a result a public inquiry may be held.

At a harbour board meeting last Friday, fish salesmen representative, Robert Stephen, claimed that on average a fisherman would spend £700 a year more for landing dues at Fraserburgh than at Peterhead if the increase was implemented. He said they were in opposition

to Peterhead and they were not going to attract landings by increasing their dues.

George MacRae, the clerk, reminded Mr. Stephen that the increase in dues formed part of the financial deal with the Government for the harbour deepening scheme.

Mr. Stephen retorted that he was not a member of the board when this was initially discussed. "Was the board aware of the Peterhead dues at that time?" he asked.

Fish merchants' representative Alan Bolt pointed out that fishermen were already paying around £500 a year more by landing in Fraserburgh instead of Peterhead.

Mr. MacRae said the increase was seen as the fishermen's contribution towards the harbour deepening scheme.

The chairman, Douglas Swanson, said: "It was part of the bargain, there's no doubt about it, and the fishermen's representatives agreed to it at that time."

Mr. MacRae, in conclusion, said he imagined there would be some sort of inquiry, but that was a matter for the Secretary of State.

Meanwhile, work is going ahead with the task of deepening the harbour.

SALMON PATROL STEP-UP

RIVER Tweed Commissioners are stepping up patrols in a bid to stop salmon poachers.

With salmon moving into the Tweed to spawn in the next two months, a special watch will be kept on breeding grounds.

The commissioners' superintendent, Group Captain John Proudlock, said any illegal nets found in the river would be confiscated.

The Tweed salmon season just closed saw the smallest catches for 80 years.

Vigilant sinks

THE 55ft. Pittenweem boat *Vigilant* sank on Wednesday off St. Abbs. Skipper Thomas Adam and his crew were rescued by the fishing boat *Starina*.



The last of the Manx herring coming ashore at Port St. Mary. This year's quota has been dramatically reduced.

MANX HERRING PLEA TURNED DOWN

SCOTTISH fishermen have lost their appeal to the Ministry for an increase in the herring quota off the Isle of Man.

Disappointed at the news, chief-executive of the Scottish Fishermen's Organisation, Jim Lovie, told *Fishing News* on Tuesday that the fleet would now have to diversify its effort.

"Some boats would be going to the west coast, while others would make for the Cornish mackerel grounds, although I don't expect many boats to go after the mackerel," he said.

As the Manx herring fishing season drew to a close this week and the close season ban took effect from today (October 1), Manx Government authorities were confident that the 12,000-ton quota limit would have been reached.

Herring landings increased rapidly in the past three weeks and there were fears that the 160 vessels reaping the annual harvest would hit the 12,000 tons limit set by the Ministry of Agriculture in London before the end of September.

To ensure a fair distribution of the permitted tonnage, a quota was operated by all boats in the Manx fishery. This was also to ensure catches up to the start of the close season.

Despite objections from several of the Scottish skippers, a shorter working week was also introduced.

Herring landings in the three Manx ports — Douglas, Peel and Port St. Mary — got off to a disappointing start this summer. Up to the end of August the shoals were still being hunted on the usually prolific Douglas Bank. Catches were then only being made on the west coast of the island.

By the beginning of September, only 3,000 of the 12,000 limit had been landed. As soon as the shoals moved around to the east coast Douglas Bank, however, many more Irish and Scottish vessels moved in and another 7,000 tons had been landed up to the weekend.

This year's "conservation quota" of 12,000 tons has been drastically reduced from last year's 18,000-ton limit because of overfishing. This followed recommendations made to both the Manx and London-based fisheries authorities by marine biologists.

Biologists will be keeping a close watch on stocks during the close season.

One outlet for Scottish herring fishermen could be supplying mackerel to a Japanese factory ship based off Cornwall. The SPS were now considering proposals put by the Japanese, Jim Lovie, said this week.



New liferaft will cut costs

THE Southampton Boat Show, although mainly for yachtsmen, had a lot to offer the inshore fisherman in new developments and products.

A new type of liferaft was shown by R.F.D. Ltd. Although much the same in design as existing types, this raft is made from polyurethane-coated nylon as opposed to the rubber-coated

nylon used at present.

All seams are electronically-welded and the result is a raft which is lighter and cheaper and which, it is hoped, will have a longer life than existing rafts.

The new raft is only available in six person form at present and doesn't have DTI approval yet, so it can only be used on the smaller fishing boats. However, the raft is being tested for approval and there are plans to introduce alternative sizes. Eventually fishermen can look forward to a reduction in their liferaft costs of around a third.

The new material offers the prospect of longer intervals between overhauls which, again, will reduce maintenance costs. Hopefully, the present one year overhaul period will eventually be increased to two years.

Now engines announced include improved and lighter versions of the Yanmar 8 and 12 hp diesels in the YS range and a new SB range, which are specially suited to installations with limited space.

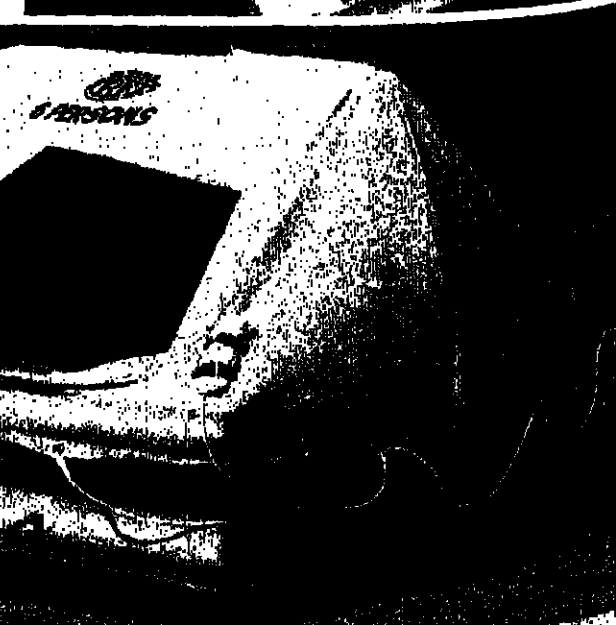
Later introduced was a diesel alternator powered by its new 5.25 hp. The alternator produces 2.5 kW and is well suited for auxiliary duties on smaller fishing boats. Being air-cooled, it can still be used when the boat is dried out.

Still with engines, Souriau (UK) Ltd. was showing a range of engine diagnostic

equipment of which its Dieseltester 1688 is of particular interest to fishermen who do their own maintenance.

It can give a full analysis of the engine's fuel system and timing so that engines can be maintained in top condition. With fuel the price it is, there is a lot to be said for this machine.

Right: testing an engine with the Souriau diagnostic Dieseltester 1688. Below: the new liferaft from R.F.D. is awaiting DTI approval.



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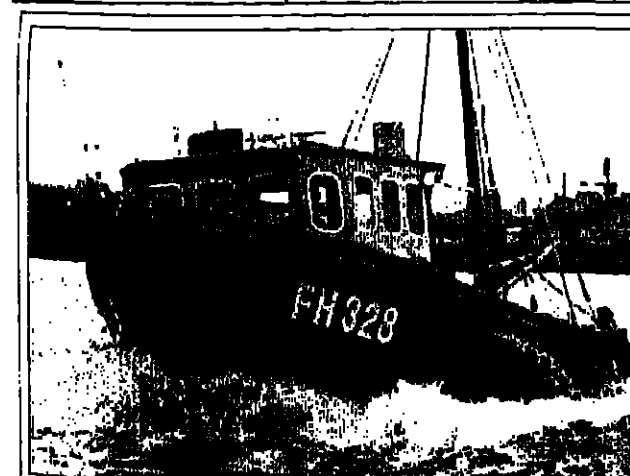
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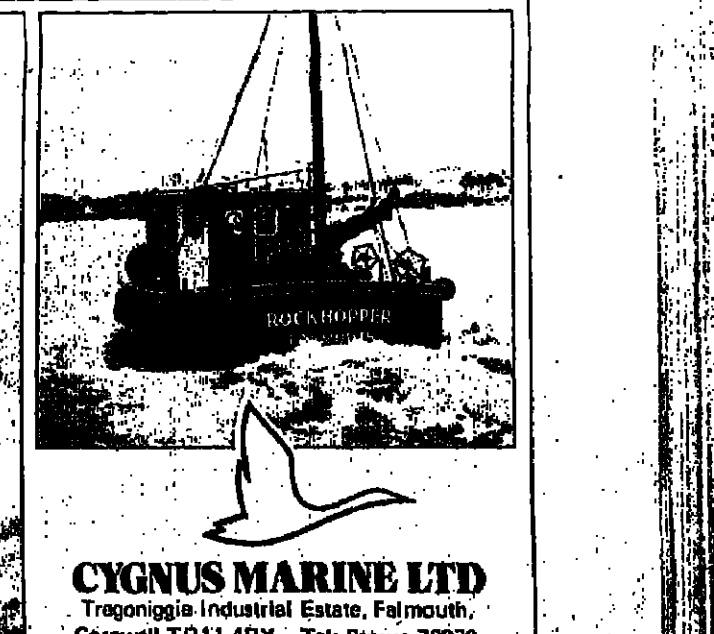
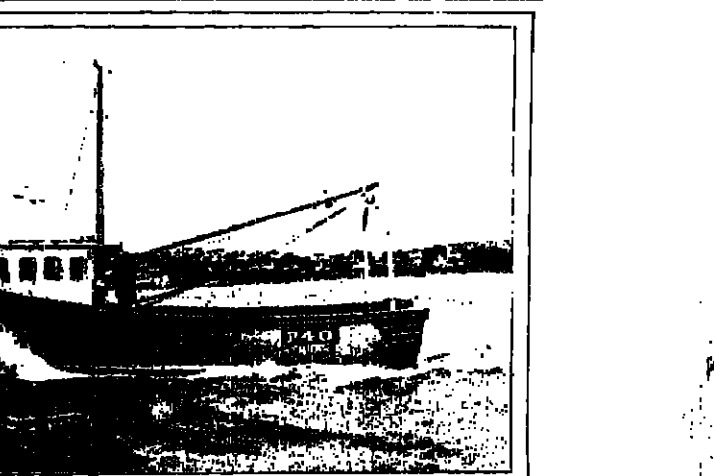
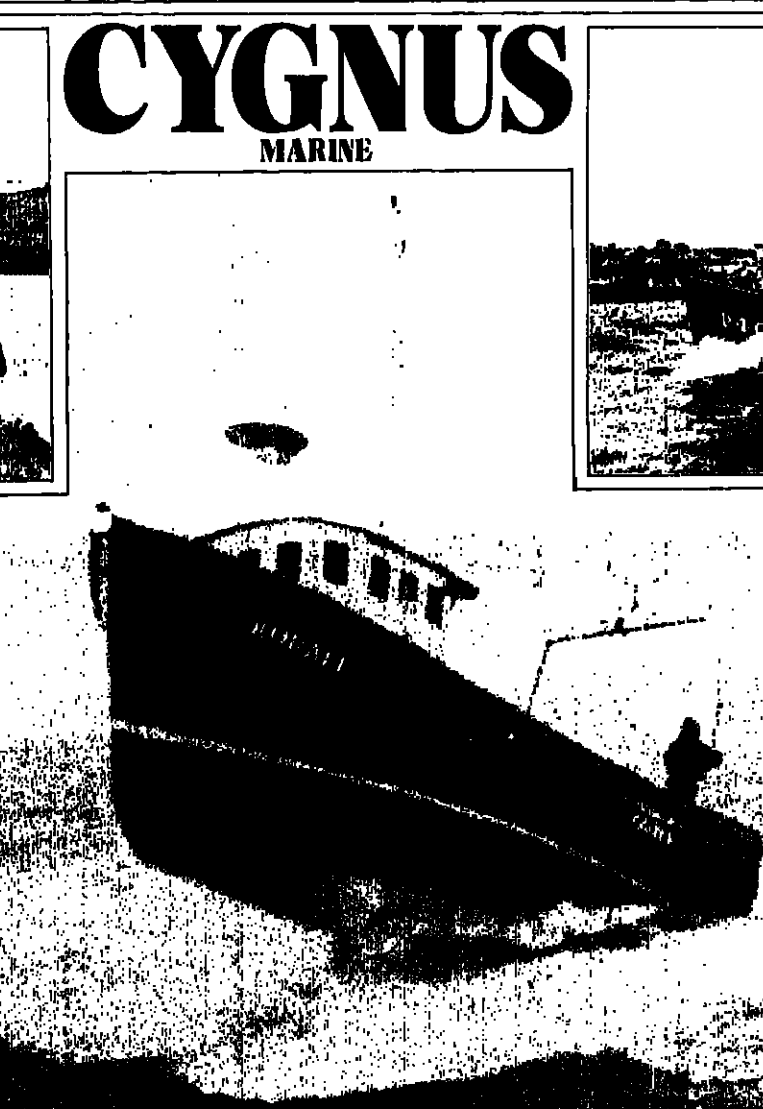
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Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

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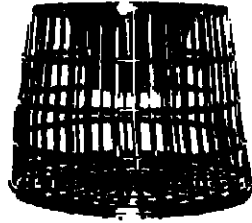
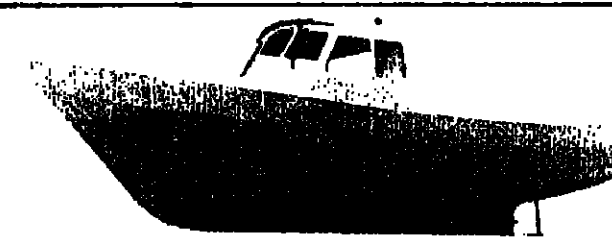
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FISHING
The EEC limit protests
sweeps Ireland

In a statement last Saturday, Ireland's Foreign Affairs Minister, Dr. Garrett Fitzgerald, said: "Like the Common Fisheries Policy adopted by the Community in 1971, immediately prior to enlargement, without consulting or taking into account the interests of the new members, these suggestions reflect the interests of the original six member states and are clearly inappropriate to the needs and interests of the enlarged community."

The provisions now proposed do not take adequate account of the interests of coastal fishermen in underdeveloped regions who, for historic reasons, have been unable, hitherto, to exploit the full potential of the fishing industry in these disadvantaged parts of the Community.

Dr. Fitzgerald said the suggestions made about coastal bands were completely inadequate and did not reflect the interests of coastal fishermen whose livelihood and future prospects are being undermined by gross over-fishing, much of it by other Community countries.

The Irish Government is satisfied it has the right to cast a veto on any matter affecting vital national interest.

The question of what constitutes vital national interest may be a matter for discussion because the Irish Government finds these proposals unacceptable and is

EEC limit protests sweeps Ireland

determined to oppose them fully.

We realise Ireland is a small country within the EEC — the fisheries are vital to us and we will not accept these proposals.

At a meeting of the Irish Fishermen's Organisation executive, chairman Joe Murrin of Killybegs, described the EEC proposals as "totally unacceptable" to *Fishing News* Irish correspondent.

The quota system is unworkable. It must be a 50-mile exclusive limit for Irish fishermen. Within that, we could have a closer-in limit for the smaller Irish boats.

"Otherwise, Irish fishermen have a pretty dismal future ahead of them, with catches declining and the cost of operating our boats increasing, which are facts that must be realised," he said.

"Most people seem to regard us as a small inshore industry, but we are not," said Mr. Murrin.

Mr. Murrin said there is no way Irish fishermen can plan their future until the limits issue is decided. If that were done, there could be a future. The EEC proposal of a quota is laughable. Nobody could ensure that the foreign boats observed it.

They could land their catches anywhere and claim they caught them against a quota in some other waters — and even the EEC seemed to admit that.

The fishermen have launched a national campaign for a 50-mile limit and are receiving widespread public support. Protests are sweeping the country and

there is a lot of talk of hostile action by the fishermen if the EEC pushes its proposals through.

Since the Commission proposals were announced and Irish Commissioner, Dr. Patrick Hillery, was isolated in opposition — with only support from the two British Commissioners — support has been pouring in from various organisations.

The Irish Federation of Marine Industries has supported the IFO case fully.

IFO chairman, Joe Murrin, is just back from a tour of fishing ports in Scotland and was heartened by the attitude there against the EEC proposals.

The Common Market proposals came amid reports of more problems with the herring fishery. At Castletownbere in West Cork, one of Ireland's five major fishing harbours, it was disclosed that the local herring catch was down by 92 per cent from 1,800 cran in August 1975, to 180 cran in August of this year.

Huge convoys of Rumanian, Polish and Russian trawlers, are said to be operating in the area and cleaning out the rich herring grounds.

At the same time, fishery scientists in the Department of Agriculture and Fisheries predicted that the £33 million Irish fishing industry could be wiped out soon, unless stocks are protected.

The situation, according to the survey, is grim.

Donal O'Sullivan, manager of Castletownbere Fishermen's Co-op, said: "At the moment, the weather in August and early this month, thinking it was too warm for the herring to come in, but the weather has broken and still nothing."

"We blame foreign trawlers which are cleaning out the fishing grounds right along the south and west coasts. They are outside the present six-mile exclusive limit, but within the 12-mile limit more important, within 50-miles we want."

AF profit likely this year

ASSOCIATED Fisheries has had an upturn in trading over the last six months and expects to make a profit for the year.

Paul Tapscott, chairman AF, said: "Trading has greatly improved in the last six months and we expect the results of the group for year to September 30, 1978, will show a substantial gain on the previous year."

"It is likely that the loss of £837,000 reported the six months to March 1976, will be fully recovered and that we shall be showing a modest profit, as against last year's loss, before taxation, of £2,026,000."

McTay takes over old Scottish yard

THE McTAY Engineering Group of Merseyside has taken over the old established yard of James N. Miller and Sons Ltd. of St. Monance, Fife.

The Miller yard was founded in 1747 and throughout its history has been famous for its wooden fishing boats. At the end of the last century, the yard was building many of the well-known 50-80ft. sailing fifies for the Scottish fleet.

Some of the earliest steam-powered line fishing vessels and herring drifters came from the Miller yard and, in

1921, the firm built one of the first canoe-sterned motor ring-net boats for the Scottish west coast.

In more recent years, many dual-purpose wooden boats have been built up to about 75ft. in length. In 1975 Miller entered the steel vessel market when it fitted out the dual-purpose vessel *Sharon Vale*. The hull was built by McTay.

A NEW VOICE IN BRUSSELS

THE CORNISH Fish Producers' Organisation has finally been recognised by the EEC and given a voice in Common Market negotiations in Brussels.

This follows two years' hard work by former fisherman, Mrs. Daphne Lawry, and her husband, George, a Cornish fisherman. They are secretary and chairman of the organisation which seeks to represent the whole of Cornwall, the Isles of

Silly and Plymouth. Mrs. Lawry has at last steered the Cornish Fish Producers' Organisation through the corridors of the Ministry of Agriculture, Fisheries and Food and on through the even more complex maze of EEC administration.

Now that Brussels has conceded that the Cornish PO is legitimate, it can recruit members and act for them and have a say in Common Market affairs, including fish prices and quotas.

OBITUARY

SKIPPER William Crawford Gillies (58) of Campbelltown, a well known local fisherman, died last month.

A widower, William Gillies worked on several local boats including *Margaret*, owned by Duncan Brown.

During a period of illness, Skipper Gillies worked on the *Campbelltown* and *Bridport* and eventually became manager. He decided to go to sea and, with his wife, bought a new fishing boat, the *Alliance*.

BOATS AT CATCH '78



The show, which was a pretty clinker 22-footer built on spec. With a beam of 9ft. 8in. and a draft of 2ft. 9in., she is typical of the smaller craft built in the Orkney Islands.

She is fitted with a 17.5 hp air-cooled Lister diesel running from a 50-gallon GRP fuel tank. Planking is larch below the waterline and mahogany above, and this attracted a lot of attention from the traditionalists.

Bullders

Designers were at the show in force, with G. L. Watson, Napier and Tynedraft all showing their latest work. In much the same sort of line were the bullders Bideford Shipyard and Campbelltown Shipyard. Both were showing their latest standard boats which now include stern trawlers. Bideford's stern trawler is particularly interesting, with her engine located aft.

With an audience of most fishermen in Scotland, plus many from other parts of the country, attending this exhibition it was surprising to see so few of Scotland's boatbuilders represented.

With times very hard for boatbuilders at present, it costs money to exhibit. But, boats are not sold by sitting at

It is expensive from the boat builder's point of view to transport a boat to the show ground, but there are obvious benefits as was seen by the success of Cygnus Marine.

This relatively new firm took the trouble to transport one of its 32ft. GRP hulls all the way from Cornwall and, by the second day of the exhibition it had sold one boat and picked up ten serious enquiries.

By the end of the show, Cygnus told *Fishing News* he thinks the firm will receive four or five orders from the show after processing the 30 serious enquiries received.

The boat certainly aroused a lot of interest and, with this sort of approach, this firm deserves to succeed.

By contrast another main GRP fishing boat builder in Britain, Halmatic (Scotland) Ltd., was only sharing part of a stand with the Orkney Boatbuilders Association — and Aberdeen is almost Halmatic's home ground. Even then the Halmatic exhibits were more concerned with its newly-introduced GRP water tanks than with fishing boat hulls.

The water tanks have a certain relevance to fishing in that Halmatic is getting a number of enquiries for them from fish farms.

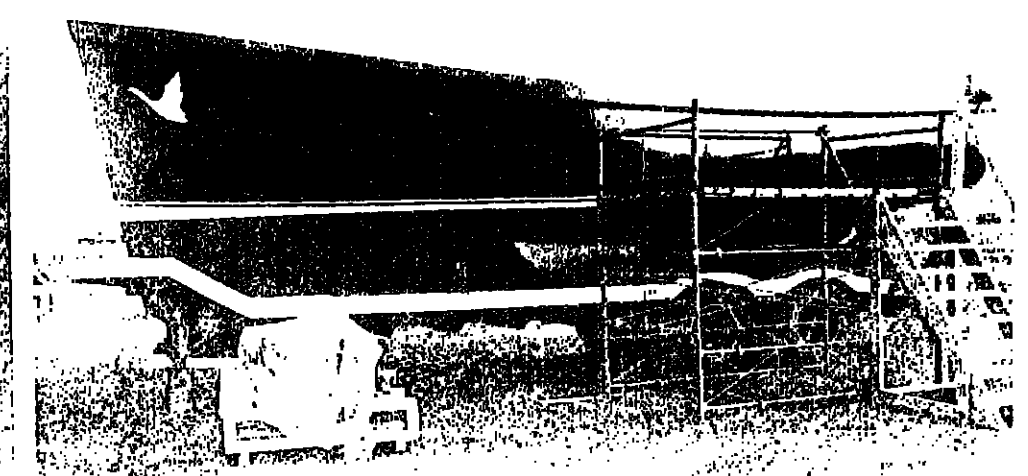
Halmatic has one fishing boat on order: this is a hull and superstructure for Iceland. Many of its boats are fishing in Scottish waters, but the demand seems to have dried up for the time being.

With Cygnus now attacking Halmatic's home ground, the Orkney-based firm will have to adopt more aggressive tactics if they are to sell boats.

The Orkney Boatbuilders' Association represented J. W. McKay and Scarth Engineering of Stromness and James Duncan of Burray.

The latter family firm was showing the only boat at

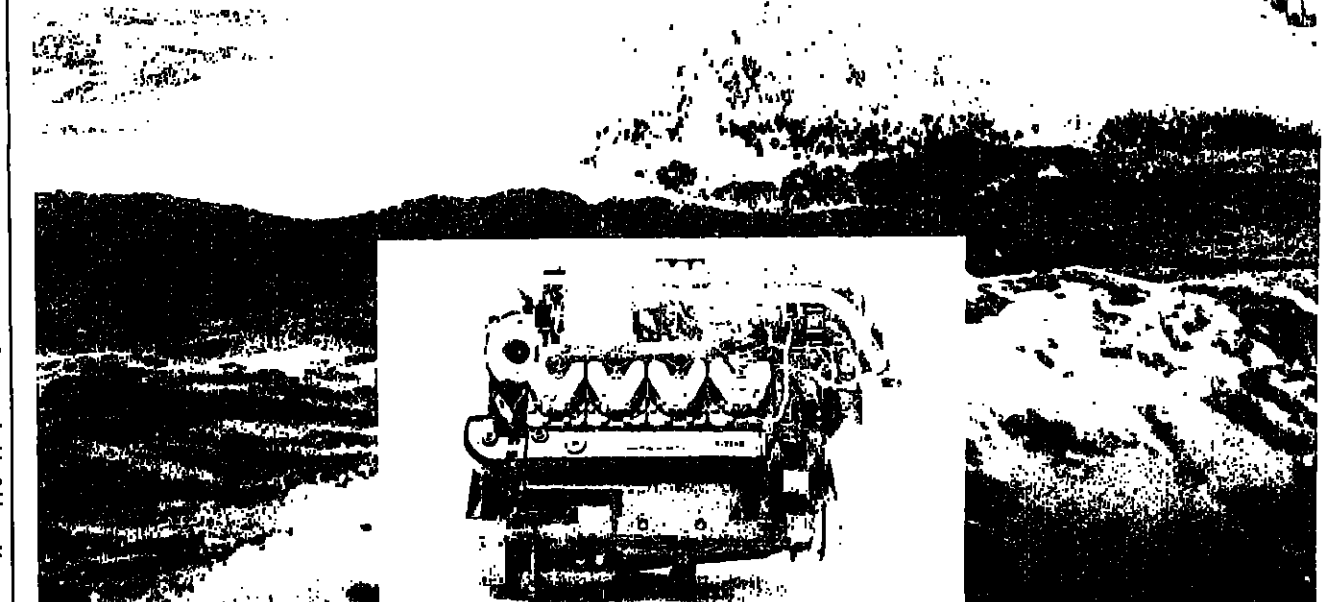
Duncan's clinker-built 22-footer at the show. She has been built "to spec" by the Orkney yard.



home waiting for the orders to come in. You have to go out and find them — as the example of Cygnus Marine shows.

Dag Pike

Left: smiles all round from Anglo-Belgian Diesel Co. (U.K.) Ltd. managing director David Crowter (left), "Robby" Forbes and Miss Elizabeth Drory, daughter of the chairman of the Belgian engine building company, ABC has just completed the paperwork for an engine which Forbes of Sandhaven will be installing in a new £350,000 vessel for Ireland. Below: Cygnus GM 32 GRP hull at Catch '78. The hull had been sold to the north of England.



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Scathing attacks on NEAFC regime

If the Government powers to make the rules of our own economic zone, it should adopt the principle of human consumption fishing taking precedence

pliance
ion
nce

Tracing the rich history of the herring through to 1974, Mr. Buchan said it was at this time that the "deadly

Moving to the positive steps which could be taken to

"Today, for better or worse, we are part of the EEC — partners supposedly sharing a common sea. We should not be competitors in a

"Having said all this, I only add what I believe the main essentials for future salvation of our industry. I believe we must

...fishing effort is by
minimum mesh size
regulations; this was not the
complete answer, stated Dr.
Savill. This method is to

statement earlier in the week when he said Britain had no room to manoeuvre in negotiations with the EEC.

Line up of conference speakers includes Mr. Sigurdur Markussjon, Icelandic Minister of Education, and Mr. Malcolm Munro, MacFarlane

10/23/68

statement earlier in the week when he said Britain had no room to manoeuvre in negotiations with the EEC.

Hugh Brown: 'we must observe quotas.'

Allick Buchanan-Smith: 'we have a good case'.

"But we cannot achieve these changes by thumping the table," pointed out Mr. Brown. "The only way to get change in the existing policy

"Although quotas have become unpopular I think it fair to say that, provided we get arrangements which can

"At the back of the skipper's mind grows the thought that, if he does not get a good trip, his crew can find very lucrative work ashore and they are lost from the fishing industry for ever."

taken its toll of everyone has been especially hard on inshore fishermen. Young men with new vessels costing up to £1m seem to have a struggle on their hands with no lightening of their load in sight.

life. They become milita
when the Governme
and now the EEC co
tinues to introduc
legislation to curb the

"Gathering this conference in London, can help better understand each other."

...ing in different parts of
the distributional area of
rock, or at different seasons
etc.

"All these speakers say we are in a strong bargaining position. I don't believe we are, don't believe we will get it. The Government has already


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6 Quay Street, Woodbridge,
Suffolk IP12 1BX

ABERDEEN FISHERIES CONFERENCE

From page 9

dications are that the quota
will be adequate, but should
catches later this year in-
dicate otherwise, there will be
immediate consultation with
the industry as to what
arrangements can be made to
avoid unnecessary disruption
while making sure the quota
is observed.

"Along with adequate con-
servation measures, there
must be adequate enforcement. Here,
too, we intend that there will
be improvements. This links
with the Community con-
servation system, but the job of
boarding and prosecuting
offenders must rest with us,
in our 200-mile zone, no
matter what the nationality
of the vessels concerned."

The Government has many
strong cards in its hand,
claimed Alick Buchanan-
Smith, Shadow Secretary of
State for Scotland.
"Negotiations need guts," he
said "and this is what the
Government has got to show
in the current re-negotiations
of the Common Fisheries
Policy."

Superseded

The negotiations will be
hard, but the door on which
we are pushing is not locked.
The original policy has been
superseded by 200-mile limit
extensions and the Commis-
sion itself has conceded the
need for a new policy.

We have a good case, stated
Mr. Buchanan-Smith:

"We have one of the best
records of fishing for human
consumption, not plundering
the sea for industrial pur-
poses. And, following the
likely extension of limits to
200-miles elsewhere, it is the
British industry which is
making the biggest sacrifice;
again, this is something
acknowledged by the Com-
mission as a special case re-
quiring special consideration
to compensate for what we
lose."

"If you cannot make a good
case out of this, then those in-
volved on Britain's behalf do
not deserve to be negotiating."

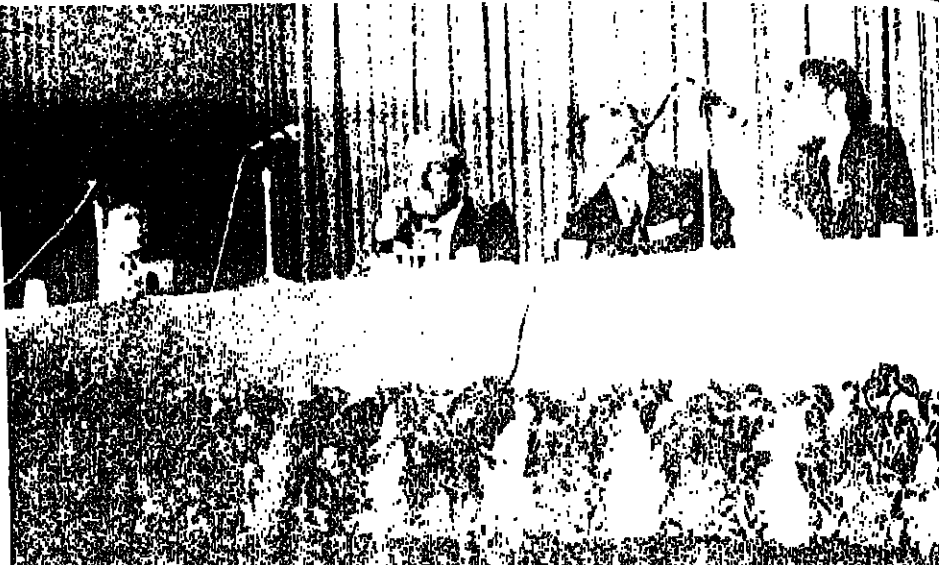
Concern

"In 1971, provision was
made for a review of the Com-
mon Fisheries Policy. Two
matters were specifically
mentioned in the minutes of
the negotiations of that time:
the conservation of fishing
stocks and the needs of com-
munities dependent on
fishing, particular areas.
These two matters are of par-
ticular concern to us in
Scotland and the statement of
them in the records of the
Community strengthens our
hand."

All these are strong cards,
provided the Government
plays them well. Indeed, if
the Government does not
recognise them as such, then
they ought to have included
fisheries in the Dublin sum-
mit of last year, before the
Referendum."

Irresponsible

For Mr. Heath to come to
Aberdeen and say that it is
perfectly possible for Britain
to obtain a 50-mile limit was
"irresponsible," said Hamish
Watt, Scottish Nationalist



Left to right at the conference table: J. Foster, DAFS; W. Hay, chairman; B. Fisher, U.S.A.; D. MacLennan, DAFS.

MY PROMISES -Brown

AS A Government
Minister at the centre
of the Blockade storm
last year, Hugh Brown
took the opportunity at the
Aberdeen
Conference to defend
the promises he made
at that time.

"Many people say
nothing has happened
since the blockade," said
Mr. Brown, "but all the
promises I made have
been fulfilled."

"I made no promises on
limits. I said fishing
would feature more
strongly in Government
discussions. And it has."



Hamish Watt: 'Industry must
decide.'

Party spokesman on
fisheries.

Mr. Heath had paid no
regard in his reckless rush
into the EEC to the needs of
the fishing industry. And it
was he who threw away our
negotiating rights, claimed
Mr. Watt.

"Any concession that the
Labour Party could now gain
would be in spite of the Tories
not because of them. If Mr.
Heath had come to Aberdeen
when he was Prime Minister,
the present day position of
the fishing industry would be
very different. Mr. Heath is
now a backbencher with no
responsibility or influence."

Mr. Watt urged fishermen
to insist that one of their own
number be present at any in-
ternational negotiations.
"The industry itself must
decide where the point of no
surrender lies and insist that
the Government concedes no
more."

The SNP is in favour of a
100-mile zone and Mr. Watt
warned that the industry
should not settle for less than
50-miles exclusive to our own
fishermen. It was important,
too, that control of the outer
150-miles come under the
coastal state.

worried seine net fisher-
man that he would be
denied his best fishing
grounds when Norway
extended her limits next
year. Mr. Brown replied
that this would be the
responsibility of the EEC
to negotiate. "But I do not
see this being cleared up
by January 1", he added.

Told that producer
organisations would
collapse if Britain does
not get an adequate re-
sult, Mr. Brown re-
torted that this was an
extravagant claim. "I
will only collapse be-
cause of some great
fishermen", he said.

Port's last guild chief to retire

ONE OF the most colourful characters in Grimsby
trawling circles, Skipper Jack Evans, has announced
his intention to retire from the presidency of Grimsby
Trawler Officers' Guild later this year.

It is virtually certain
Skipper Evans will be the
guild's last president as the
40-year-old independent union
is presently processing a
transfer to link up with the
Merchant Navy and Airline
Officers' Association. He was
a founder member of the
guild, being appointed president
in 1956. He has held the
post ever since.

A dinner was held last
week to honour the
sometimes rumbustious
career of Skipper Evans who
is never afraid to speak his
mind.

The Foreign Secretary and
Grimsby's MP, Anthony
Crosland, Michael Broth-
erton, MP for the adjoining
constituency of Louth, local
civic dignitaries and a
number of fishing industry
leaders paid a special tribute
at the dinner party in
Grimsby.

The main speakers,
Trawler Officers' Guild
secretary Dave Hawley and
Mr. Crosland, were both ap-
propriately generous in their
praise for Skipper Evans' work,
particularly his leadership
and training of
fishermen.

In reply, Skipper Evans,

per 1, 1976

New buoy system could affect you

IS IT a fact that a new
system of buoyage is
going to be introduced
next year?

"If it is, and it's likely to
affect us around here, can
you tell us what the
difference is between it and
the present system?"

A new system is to be in-
troduced in April 1977 and, if
you continue to operate in the
Thames Estuary south of Or-
fordness, it is likely to affect
you.

The new system, called the
IALA system A, is a combina-
tion of the Uniform System of
Buoyage (Lateral) and the
Cardinal System.

It is to be introduced in
British waters in four stages:
between April 1 and
December 31, 1977 in an area
between Orfordness and the
east coast; after that,
in three stages, northwards
and westwards until all areas
in British and Irish waters
are converted to it.

Concurrently with its in-
troduction, a conventional
buoyage direction around the
coast of the UK will replace
present practice whereby
buoyage is established with
regard to the main direction
of the flood tide.

This will mean, among
other things, that the present
direction of buoyage on the
east coast, north of Or-
fordness, will be reversed.
Five types of marks will be
used in IALA system A.
Lateral Marks will indicate
port and starboard sides of
navigable water.

Cardinal Marks, used in
conjunction with your com-
pass, will indicate the direc-
tion of navigable water:
Isolated Danger Marks,
isolated dangers of limited
size; Safe Water Marks, mid-
dle of channels and the like;
Special Marks, areas or
features referred to in sailing
directions.

One of the principal
differences between IALA
system A and those to be
phased out is that starboard
hand marks, not wreck marks
as exclusively in the past, will
be coloured green. Conical
black buoys marking the star-
board side of channels will
become things of the past and
so will chequered buoys.

If you want to learn all
about the new systems, I
suggest you get your copy of
Reed's Almanac for 1977
now, instead of waiting to do
so until New Year when it
may be in short supply.

Marks

It contains both excellent
coloured illustrations of all
the marks and top marks
which will be used in the new
system and also a clear ex-
planation of it.

The new Almanac con-
tains, as usual, a mass of in-
formation you are likely to
need during 1977. It contains,
for instance, details of VHF
radio telephone services
revised to take into account
new frequency allocations for
single sidband working and

John Burgess' Log



of Collision Regulations
which will come into force on
July 16, 1977.

It contains metric conver-
sion tables which you are
bound to need during the year
and many other useful ones
as well.

It has been bound this time
in a semi-flexible cover and
printed on the less bulky
paper introduced last year.
The volume is more compact
and easy to handle than the
1975 edition, even though it
contains as much, if not more,
essential information for the
seaman.

It should be obtainable
from either your local
bookseller or chandler; if not,
from Thomas Reed
Publications Ltd., 36 Cock
Lane, London EC1A 9BY —
price £4.95 plus postage.

Preserving boats with fish oil

"I HAVE just bought a
wooden boat which is old
but should last a long
while yet provided it is
properly looked after."

"I have been told that fish
oil was once used for preserv-
ing boat timbers and that
some fishing boat owners now
use ordinary diesel fuel oil for
the purpose. Is this so?"

Price

"It is, can you tell me
where fish oil can be obtained
nowadays so that I can com-
pare prices?"

Fish oil used to be used
for preserving boat timbers;
mainly in Devon and
Cornwall, I have been told.
Diesel fuel oil, I understand,
is sometimes used for the pur-
pose in North America —
possibly because it is in-
expensive.

The Hull Fish Meal and Oil
Co. Ltd., St. Andrew's Dock,
Hull HU3 4QG, may be will-
ing to quote for supplying
fish oil in small quantities so
you can compare prices.

HYDRAULIC POT HAULER

"I HAVE been hunting
high and low for the name
and address of agents for
Osco hydraulic pot
haulers in this country or
Ireland. Can you help?"

Agent for the sale of Osco
pot haulers in the UK and
Southern Ireland is the Dun-
more Marine Supply Co.,
Dunmore East, Co. Water-
ford.

A company called Barlo
Marine Ltd. also has head-
quarters in Dunmore East. It
is the marine division of
Barlows Ltd., Emmet St.,
Crommel, Co. Tipperary — a
company which started mak-
ing a range of shellfish traps a
few years ago.

Lobster

The most successful of
these traps — a lobster pot
with a single entrance — is
still in production and is
marketed by Barlo Marine.

The division is mainly con-
cerned with supplying salmon
and other gill nets, herring
drift nets and midwater
trawls, and longlines made by
a Japanese manufacturer.

The latter is willing to
supply any type of net which
Barlo's customers require.

Welcome to the new ice-age ZIEGRA style

Inco-Ziegler (UK) Ltd. are Britain's
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very economical to use.

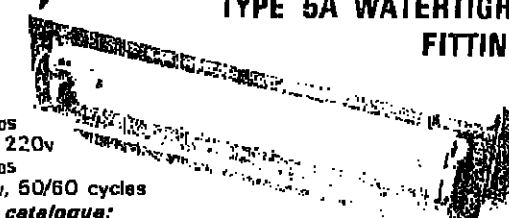
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Patron H.M. The Queen

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